

STATEMENT OF HOMER C. McCLURE, DIRECTOR, WESTERN-PACIFIC REGION, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE COMMITTEE ON APPROPRIATIONS, SUBCOMMITTEE ON TREASURY, POSTAL SERVICE, AND GENERAL GOVERNMENT CONCERNING SECURITY REQUIREMENTS FOR THE 1984 OLYMPIC GAMES. LOS ANGELES, CALIFORNIA. MARCH 16, 1984.

Mr. Chairman and Members of the Subcommittee:

I am Homer McClure, Director of the FAA's Western-Pacific Region. Accompanying me today is Milt Ferris, Manager of the Los Angeles Civil Aviation Security Field Office. We are pleased to appear before you to discuss the FAA's civil aviation security preparations for the 1984 Olympic Games to be held here in Los Angeles.

As the Subcommittee is aware, the FAA is charged by statute with responsibilities for civil aviation security. Our primary objectives, of course, are the safety and security of aircraft, aircrews, and passengers in air commerce. To assure that these objectives have been fully addressed in connection with the forthcoming XXIII Olympiad, we have maintained a close working relationship with other Federal agencies, local law enforcement bodies, and industry in security planning. The primary vehicle for coordination efforts has been the Olympic Security Committee which was established under the auspices of the Los Angeles Olympic Organizing Committee. The FAA participates in several of the Subcommittees under this Committee. We also

participate on the Los Angeles International Airport Olympic Committee, and to assure a coordinated effort on our part within our own workforce have established our own Olympic committee within the Region.

I would like to take a few moments now to provide you with a brief synopsis of our preparations for the Olympic Games.

To ensure that any intelligence information related to possible terrorist activity, which may be directed against any facet of aviation, is rapidly transmitted to appropriate parties, the FBI, which serves as the Federal focal point for intelligence information, has put into place an electronic mail notification system for affected parties. This will ensure rapid dissemination of information, and enable us to respond in a timely manner to potential or actual threats to civil aviation.

Protection of both United States and foreign dignitaries travelling by air has been coordinated with representatives of the U.S. State Department and the Secret Service. FAA Federal Air Marshals and Federal Air Police will be prepositioned at designated locations and will be available for assignment to "high risk" flights upon request by air carriers or based on a valid threat assessment.

Coordination with the Los Angeles Olympic Organizing Committee (LAOOC) has ensured that regulatory procedures for the shipment

of hazardous materials were included in the LAOOC Customs and Shipping information manual.

Additional Explosive Detection K-9 teams assigned to police jurisdictions in the greater Los Angeles area have been trained and certified at Lackland Air Force Base, Texas, for use in response to bomb threats against aircraft or airport facilities.

We have also worked with the DOT Transportation Safety Institute in Oklahoma City to ensure priority training of local law enforcement and airport security personnel in aviation security requirements.

We will be operating an FAA Olympic Security Service on a 24 hour basis in which anybody can contact the FAA on a toll free number to obtain information concerning security requirements or to report known or probable criminal acts directed against air commerce. We will also have FAA security representatives present at the Olympic Air Support Headquarters and Coordination Center (OASHACC) on an around-the-clock basis to act as the main focal point for coordination of all aviation security matters relating to aircraft/helicopter movement into restricted airspace or for any other law enforcement coordination efforts that may be required.

Further, we will have FAA security representatives present at the Los Angeles International Airport command post 24 hours a

day to coordinate security matters or procedures with airline and airport officials, and with local and Federal law enforcement agencies.

While the FAA's Western-Pacific Region has the major tasks to be performed in security preparation for the Olympic Games, each FAA region is preparing its own plans under broad guidance from FAA Headquarters. Each region is reviewing its security plans to determine what additional actions or refinements to existing programs may be necessary, particularly at international gateway airports.

FAA officials are in daily contact with airport and airline officials overseas concerning security and intelligence matters. Also, foreign air carriers arriving at Los Angeles International Airport have initiated coordination with the Los Angeles Department of Airports regarding the provision of security to their aircraft by a combination of airline guards and local airport police.

I should also mention that we have pending a rulemaking action which, in addition to proposing various measures for flight operations to manage the high flow of air traffic expected in the Los Angeles area, has proposed granting authority to the FAA to put into effect whatever special security measures may be determined necessary to deal with security threats that may

arise in connection with the Olympic Games. Designated Olympic Security Airports, along with airlines and airmen operating into those airports, would be subject to the rule, and the process for alerting such individuals to future security requirements by using Notices to Airmen (NOTAMS) would enable timely implementation of, and prompt compliance with, any needed security measures. We are in the final stages of rulemaking on this issue and expect a final decision within the next several weeks.

In short, we have taken a number of steps to assure that we remain continuously aware of potential security threats to civil aviation and that we are in a posture to deal with those threats. We have been working closely with local and Federal law enforcement personnel and with industry officials, and we will maintain that close liaison. We have not experienced any particular problems in working with other affected agencies; in fact, coordination and working relationships have proven to be quite effective in striving to achieve our mutual security objectives. The one area which we anticipate will be a problem--not just for us but for other Federal agencies as well--concerns the deployment of our employees on a temporary duty basis to Los Angeles. As you know, the maximum per diem rate for Federal workers is \$75.00 per day. Present indications are that hotel accommodations will range from

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\$70.00 to \$100.00 per day. We are currently exploring what can be done to avoid subjecting our employees to such potential financial penalties.

That completes my prepared statement, Mr. Chairman. We would be pleased to respond to questions you may have at this time.